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of Hongkong and the  
Far East.  
Price (including Postage) to any  
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# The China Mail.

ESTABLISHED 1842

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A.S. WATSON & CO. LTD.

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號五廿月七年六十百九千一

HONGKONG, TUESDAY, JULY 25, 1916.

反丙次歲年五國民華中

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**No. 4.**  
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HONGKONG  
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HONGKONG POLICE RESERVE.

PARADES.  
Central Station.  
Wednesday, July 26th.—Whole of No. 4 Company. 5.30 p.m. Uniform with Helmets.  
Thursday, July 27th.—No. 2 Company and Sections 1 and 2 of No. 1 Company. Multi. with rifles. 5.45 p.m.  
NO. 1 PLATOON.  
Det. H. E. Edwards, Joseph, Fyfe and Buck will attend at Central in multi with rifles at 5.45 p.m. on Wednesday, July 26th.  
F. C. JENKIN,  
D.S.P. (R.).

HUNGARY AND THE WAR.

A DEMAND FOR PEACE.

A message from Bukharest, dated July 8, sent to Harbin through the Petrograd News Agency, states that again there is friction in the Hungarian Parliament between the Government and the Opposition. The Government accuses the Opposition of obstructing the carrying out of military reforms, having made up their minds that the situation at the front is not satisfactory. Graf Jules Andrássy, Leader of the Opposition, delivered a speech touching on the subject of peace and pointing out that it was very difficult for the Hungarians to exert any influence in the matter. Graf Andrássy added that to ask for peace when no opportunity offers of obtaining one's own wishes amounted to rendering service to Hungary's adversaries, besides being a great transgression against the Fatherland. The people and mankind generally had let slip an opportunity of concluding an honourable peace which would have secured for Hungary her own interests. "We want to know the object of the war and what are our terms of peace," he said. "We do not touch on the question of the Government's responsibility. The fate of the country has to be decided at the present moment. We must unite all the intellectual strength of the country in order to drive away the peril which threatens us and submit quickly to the most favourable peace terms we can obtain." Graf Andrássy appealed to the Government to explain what it intended to do.  
Count Tisa, the Hungarian Premier, granted the request of the Opposition. During the meeting loud protests were heard from time to time against Germany's influence. One speaker said: "We do not want to trust Austrian Generals with the Hungarian army," while another ironically said that the Government should be satisfied that everything had been arranged by Germany in Hungary. Complaints were made also about the incompetency of the Austrian diplomats.



NOTICE.

ANY EUROPEAN, NON ASIATIC or COLONY, desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, sex, age, height and complexion of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their names at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

If you happen to be late your name will be put down and promptly served at the same. Only at the ALEXANDER DRA GAVE.

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Hongkong, April 11, 1912.

501

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TIME TABLE.

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7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
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11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10



## INTIMATIONS

NOTICE.  
DEUTSCH-ASIATISCHE BANK,  
HONGKONG  
(In Liquidation)

CREDITORS are requested to send in their CLAIMS to the undersigned on or before 31st August, 1916.  
HONGKONG & SHANGHAI BANKING CORPORATION,  
Liquidators.  
Appointed by the  
Hongkong Government.  
Hongkong, June 13, 1916.

## NEW

"REGAL"  
RECORD.

7282 (Widdicombe Fair Richard of Taunton Dean Bass  
7281 (The Tail Song (from "Joyland")  
7280 (The Swing Song  
7279 (Our Own Dear Flag)  
7278 (Lantern Land  
7277 (The Big Brass Band  
7276 (I Love the Girl in Ninon  
7275 (McKenna's Singing Lesson (Mark Sheridan)  
7274 (Mother  
7273 (Cascy on the Phone (Michael Cascy)  
7272 (Cascy's description of his fight

THE ANDERSON  
MUSIC CO., LTD.

6, Des Vaux Road. TEL 1322

SILIMPOFON (SEBATTIK)  
COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOFON COAL, delivered to the wharf at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOFON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

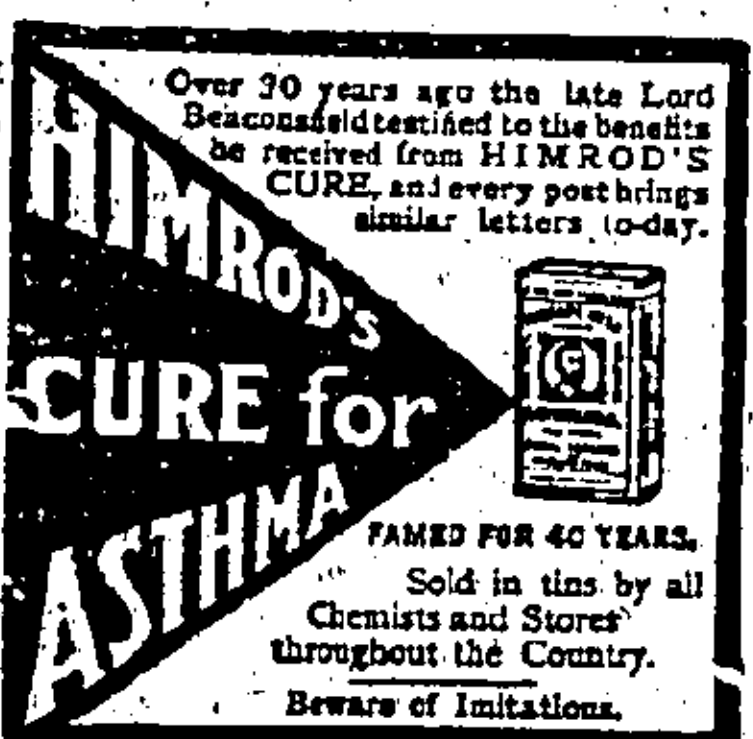
Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOFON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water spring tides.

Charles of Sibuto Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,  
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1027

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FRENCH LESSONS

G. MOUSSON,  
15, Morrison Hill Road.

FOR a good solid meal, a la carte, of Table d'Hôte with Wine & Liquors, the best, ALEXANDRA CAFE.

## INTIMATIONS

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

AN Interim DIVIDEND of Three and Half Dollars per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY the 19th to WEDNESDAY the 26th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, July 11, 1916. 828

HONGKONG TRAMWAY COMPANY LIMITED.

(Incorporated in the United Kingdom).

NOTICE IS HEREBY GIVEN that an interim dividend at the rate of 1 per cent for the half year ended 30th June, 1916, has been declared. The dividend will be payable on and after WEDNESDAY, the 13th day of September, 1916 to Shareholders on the Register on MONDAY the 31st day of July, 1916, and will be paid to Shareholders on the Official (Hongkong) Register at exchange of 2/11 per dollar.

By Order of the Board,  
W. E. ROBERTS,  
Secretary.

Hongkong, July 17, 1916. 827

## DAIRY FARM NEWS.

HAMS: HAMS: HAMS:

FARMER HAMS ... 85 cts. per lb.

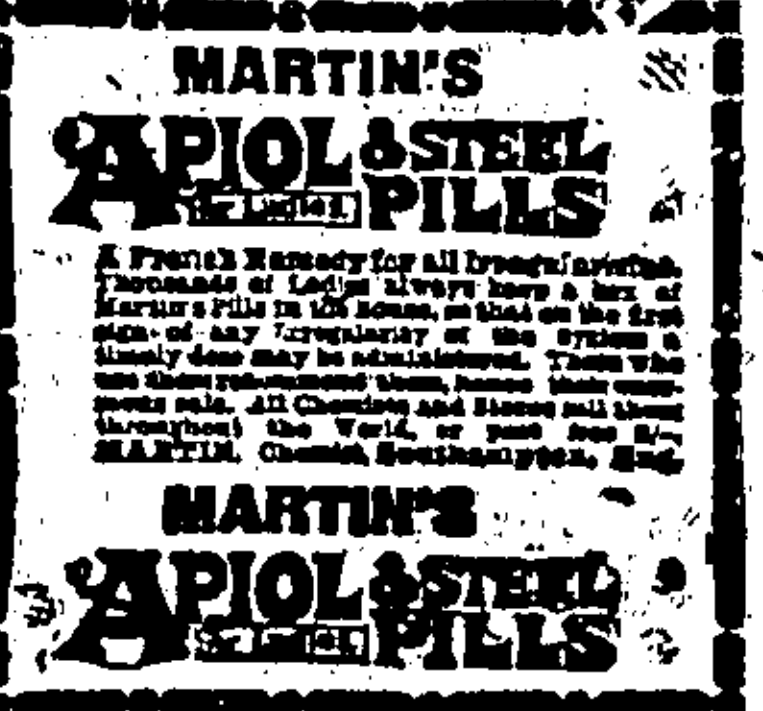
ROYAL HAMS ... 80 "

YORK CUT HAMS ... 85 "

COOKED HAM (In Slices) ... 81-1/2 per lb.

THE DAIRY FARM CO., LTD.

66



## JAPANESE MAKERS.

Every kind of Footwear  
MADE  
TO  
ORDER



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PEDDER STREET,  
Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1914.

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with the Goods they ship, and the Colonial and Foreign Markets they supply

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arranged under the Ports to which they all, and indicating the approximate sailings.

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Opposite Victoria Hotel, at Stewart's

Victoria Hotel, at Stewart's

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CIGARETTES  
and TOBACCO

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GARRICK  
SMOKING  
MIXTURE

are always sure of a cool and refreshing smoke.

Acknowledged by the connoisseur to stand alone for purity and charm of flavour.

GARRICK  
CIGARETTES  
are always the same,  
always good, always  
satisfying.

They possess a most pleasant flavour and are unquestionably the finest Virginia Cigarette manufactured.



OBTAINABLE AT ALL LEADING TOBACCONISTS

## BATTLE OF JUTLAND.

THREE WEEKS AFTER.

GERMAN FLEET BEHIND BARBED WIRE.

[BY ARCHIBALD HURD.]

Three weeks have passed since the Battle of Jutland—for that is the title by which it will be known—was fought, and it is possible, in the light of an immense mass of information from British and neutral sources, to form what will prove the verdict of the historian on one of the most splendid incidents in our annals.

In the first place, if any doubt exists as to whether the Germans were beaten, and badly beaten, it may be suggested that consideration be given to the following, among other facts:

(1) The British blockade has continued without interruption, and the activity in preventing cargoes reaching or leaving Germany has been, if anything, greater since June 1 than it was before that date.

(2) Three weeks have elapsed since the battle was fought, and the German High Seas Fleet has not, either as a whole or in part, ventured into the North Sea during that period; the British Fleet has held the North Sea as a rule, and the German High Seas Fleet has not only not emerged into the North Sea, but it has since been hidden away even from the observation of the Germans.

Williamshaven, the Great North Sea base, has been sealed, and no one may go in or out, the trains even are stopped. No step has been omitted to prevent any persons seeing the men-of-war. Much the same secrecy is being enforced at

(3) The German High Seas Fleet has since lost 5, comprising the Lutzow, Goeben, Seydlitz—a complete wreck, Blücher, Hindenburg, and another of similar type, with it is believed, the Von der Tann.

Large Cruisers: Original number, 30, since lost, 5, comprising the Yorck, Scharrhorst, Goebenau, Friedrich Earl, and Prinz Adalbert. The two remaining vessels are the Roon (launched in 1903) and Prinz Heinrich (1900). The first is a Bismarck (1897) is of no military value; she is believed now to be serving as a training ship.

Light Cruisers: Original number, 30, since lost, 20, comprising the Karlsruhe, Magdeburg, Köln, Mainz, Emden, Dresden, Nürnberg, Königsberg, Leipzig, Bremen, Undine, Rostock, Wiesbaden, Breslau, Frauenlob, Elbing, Ariadne, and three others, the names of which have not yet been revealed.

Out of forty-five effective cruisers in all classes, which the enemy had built and equipped, when the war opened, she possesses to-day only fifteen, and of those a large proportion were so seriously injured in the Battle of Jutland as to be at present ineffective. Those cruisers have to suffice for many and various duties.

Consequently the High Seas Fleet is blind, except for such aid as Zeppelins can render in favourable weather, and they cannot fight ships of war on the sea.

In the light of all these considerations it can well be understood why the officers and men of the British Fleet, though they make no boasts, are well pleased with the naval outlook, except for one fear—that the enemy may decide not to be enticed into battle. In any event, the German High Seas Fleet, lacking many of its original units and secured in a damaged state, behind its barbed-wire entanglements, cannot exist to-day as a fighting force. In the meantime the economic pressure which the British Fleet has been exerting is still pressing heavily on the German Empire in virtue of the command of the sea, which was reaffirmed with splendid gallantry at the Battle of Jutland.

When Sir John Jellicoe's despatch is published, the nation will realize that the prestige of the Fleet never stood higher than it stands to-day. Officers and men, representing a very different age from that in which the British Navy last achieved triumph, preserve all the characteristics of those who gave command of the sea. That declaration applies to all ranks—not forgetting the engineers and their staff—who, working below, answered how British country never had greater reason, based on irrefutable evidence, to be proud of its Fleet, which holds the maritime communications of the world in closer grip than at any period in our history. That may seem a bold claim, but it accords with the most careful examination of naval records. There has never before been a period when a great Sea Power was unable, even under war conditions, to send a frigate to sea; Nelson, Collingwood, and the other British admirals of the Napoleonic war frequently had, the mortification of learning that single ships, and even squadrons had eluded them and got across the trade routes. In all the world's seas there is not a single German surface vessel—merchant or war—on which dare show its nose.

THE EFFECTS OF THE BATTLE.

If the Germans did win "victory," and break "the nimbus of British invincibility and inseparability," as has been asserted, it has proved the least fruitful "victory" that ever fleet won. Why are battles at sea fought? They are waged in order to destroy what they enjoy the right to use the sea; that is their purpose, and, incidentally, the belligerents try to destroy each other's fleets; so that the matter may, once and for all, be settled one way or the other. But the main end—the assertion of dominion—Who holds dominion to-day? The Germans, badly depleted in

strength, nursing their wounds in the most complete secrecy, by the British, who, within a few hours of returning to port for fresh fuel and stores, issued anew challenge to action, daring the Germans to renew the battle. The German ships—such as remain—are securely protected behind mines; they are defended by shore guns; they have flotillas of submarines on patrol; and so that prying eyes may not witness the havoc which has been done, barbed wire has been erected.

But the truth is that, as a fighting force, the German Battle Cruiser Squadron, under Rear-Admiral von Hipper, does not exist. Such ships as do not lie at the bottom of the North Sea are in such a damaged condition that they will not be seen at sea in the course of this summer. That is a statement which can be made with the most complete assurance. The battle squadrons also suffered badly in the engagement of May 31-June 1. They are in no condition to embark on a further "enterprise to the northward," to quote the official statement issued from Berlin.

LAKE AND BLIND.

The German High Seas Fleet, weaker by five capital ships, is so lame that it cannot move; it is so blind that, if it could move, it would not dare to do so.

But the matter on which there can be no doubt. When the war opened Germany possessed the following ships of the cruiser classes (built and building), less than fifteen years old—the age for replacement under the Navy Law—those lost in the course of the war being given:

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[Hongkong, September 4, 1913.]

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.











# THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE BRITISH ADVANCE.

#### THE FIGHT FOR POZIERES.

London, July 24.  
General Sir Douglas Haig, in a communiqué, states: "Some ground has been gained near Highwood and towards Guillemont. A large portion of Pozieres is now in our possession. Apart from continuous shelling by both sides, during the night comparative calm followed yesterday's fighting."

Reported counter-attacks by the enemy between Highwood and Guillemont yesterday gained no advantage. Our artillery and machine-guns inflicted very heavy casualties.

#### VICTORY ASSURED.

#### MR. LLOYD GEORGE'S SUPREME CONFERENCE.

London, July 24.  
Mr. Churchill in the House of Commons complained that Mr. Asquith had not reviewed the military situation. Mr. Lloyd George (Secretary of State for War): "You cannot review the military prospect in the middle of a battle. The prospects are good. Our Generals are more than satisfied with the progress made and are proud of the valour of our men. Great as the value of the British infantry has been in the past, it was never greater than now. One thrill with pride to belong to the same race. Our citizen army is harrying back the most formidable of foes. Whatever happens in this battle, I am confident victory is assured. I feel beyond everything confident, because numbers and all other resources are on our side and the soldiers have proved that British resourcefulness and intelligence is going to snatch victory in a few months over what appeared at one time an invincible military power."

#### RUSSIAN PROGRESS IN THE CAUCASUS.

Petrograd, July 24.  
A communiqué states: The Caucasian offensive continues. Six guns were captured when Gumishkhan was taken. Two hundred Turks were taken prisoner on the heights of Balaban-dalan, west of Gumishkhan. There have been some skirmishes with Kurds in the direction of Bagdad.

#### THE DESTRUCTION OF SHIPPING.

#### DUTCH STEAMER MINED.

Amsterdam, July 24.  
The Dutch steamer Maas struck a mine and sank near the Noord Hinder lightship. A Government vessel has left to render assistance.

#### GERMAN SUBMARINE ATTACKS DUTCH LUGGER.

The Hague, July 24.  
Ten of the crew of a Dutch lugger, which was attacked by a German submarine, were drowned.

#### DARDANELLES AND MESOPOTAMIA.

London, July 24.  
Mr. Asquith has introduced a Bill to constitute the Commissioners who are to inquire into the Dardanelles and Mesopotamia operations.

#### A SCOTCH MILLIONAIRE.

London, July 24.  
The late Sir James Caird, of Dundee, left a million sterling.

An Ipoh message says it is rumoured that coal has been discovered at Enggor, near Kuala Kangsar, Perak. The Government Geologist is making an investigation. No definite pronouncement has been made. Enggor is on the main railway line.

#### BLAZON TYPE NOT NECESSARY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. This is sufficient evidence that it is a remedy of the highest quality. It has been used for forty years in all parts of the world. For sale by all Chemists and Dispensaries.

### EARLIER TELEGRAMS.

#### THE RUSSIAN FRONT.

#### FOUR DAYS OF UNINTERRUPTED FIGHTING.

#### GERMANS REPELLED FROM IKSHULL TO GULF OF RIGA.

Petrograd, July 24.  
After four days of uninterrupted fighting on the Riga positions the struggle has abated, the Russians requiring to consolidate the ground gained, and the Germans needing reinforcements from other sectors. The Russians have repelled the Germans from Ikshull to the Gulf of Riga. Their success was most important in the Kerner region, where the Russian advanced twelve miles.

#### THE BRITISH OFFENSIVE.

#### POZIERES LARGELY IN BRITISH POSSESSION.

London, July 23.  
General Sir Douglas Haig reports: "Our troops secured important advances in the neighbourhood of Pozieres, despite a stubborn defence. A large portion of the village is now in our hands. We captured here two guns and sixty prisoners."

#### THE FRENCH FRONT.

#### AIRCRAFT BOMBING AND FIGHTING.

Paris, July 24.  
A communiqué states: "There has been a fairly lively cannonade north of the Somme. French aircraft on the 21st inst. bombed the station at Vignoulles, and on the same night they bombed the stations of Thionville, where three great fires broke out, Arnaville, Laon and Sauterne. On the following night they again bombed Thionville. The total number of bombs dropped was 115."

On the morning of the 22nd instant twelve French aircraft bombed the station and barracks at Mulheim. Returning to their base they encountered and fought a squadron of German aircraft, bringing down four. Two French machines were forced to land within the German lines. German artillery aircraft bombarded Belfort, but there was only material damage.

#### TWO ENGAGEMENTS WITH DESTROYERS.

London, July 24.  
The Admiralty announces that some of our light forces at midnight on the 22nd inst. sighted three of the enemy's destroyers near the Noordinder Lightship. The enemy were repeatedly hit, but they succeeded in reaching the Belgian coast. Our casualties were an officer and one man slightly injured. Subsequently the same force engaged in a running fight with six enemy destroyers of Schouven Bank. We sustained no damage and no casualties.

#### INTOLERABLE CONDITIONS AT RUBLEEN.

#### "INDICTMENT AGAINST GERMAN CRUELTY."

London, July 24.  
A report signed by the American Minister at Berlin, Mr. Gerard, on the housing of the prisoner-of-war in the Rubleen Camp, constitutes another indictment against German cruelty. The report states: "It is intolerable that educated people should be herded in a horse-stall. The conditions of the lots are worse. Here the floor space is 25 feet by 30 feet for the accommodation of 64 prisoners. The roof slopes to 56 inches from the floor. The semi-darkness is probably the cause of the depression and mental trouble. The prisoners have nowhere to dry their wet clothes, and they are not provided with soap. The present conditions are impossible during another winter."

#### PRIZE COURT AWARD TO A SUBMARINE CREW.

London, July 24.  
The Prize Court has awarded £3,500 to Lieut. Commander Holbrook and his crew of submarine B 11 for sinking the Turkish battleship *Mensur* in the Dardanelles in December, 1914, after diving under five lines of mines.

#### CASEMENT APPEAL.

#### LEAVE TO APPEAL TO LORDS REFUSED.

London, July 24.  
The Attorney-General has refused to allow Caseiment to appeal to the House of Lords.

#### OBITUARY.

#### SIR WILLIAM RAMSAY.

London, July 23.  
The death is announced of Sir William Ramsay, the distinguished chemist.

#### CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the temperature, unripe fruit, and impure water are some of the causes of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy cures it. It is sold by all Chemists and Dispensaries.

### DISCHARGED SOLDIERS AND SAILORS.

London, July 23.  
His Majesty the King has approved the issue of a silver badge to the officers and men in the British, Indian and Overseas forces who have served at home or abroad in the present war, and who have relinquished commissions or been discharged on account of age, or through wounds or sickness caused by military service.

#### VISCOUNT "GREY OF FALLODEN."

London, July 23.  
The King has permitted Earl Grey, for personal and family reasons, to assume the dignity of Viscount with the title of "Grey of Falloeden" in lieu of an Earldom.

#### REDRAWING THE MAP OF EUROPE.

In an article on "A Programme for Peace," which has appeared in "The Edinburgh Review," Mr. H. Wickham Steed anticipates and meets the argument that, before skimming the bear it is advisable to kill him. He urges, says the "Review of Reviews," that it is advisable for the Allies to draw up a sound scheme of general peace conditions before hostilities end, because the longer the war lasts the more exhausted will all the belligerents become and the more eager will certain sections of public opinion in the Allied countries be to secure a rapid settlement without overmuch haggling as to terms; another reason is that Germany, when she sees herself beaten, will almost certainly manoeuvre to induce neutrals to clamour for peace, say by evacuating Belgium; and a final and cogent one is that the reconstruction of Europe will be a hard task, and that "were the work to be left entirely to a diplomatic congress sitting in secret after the strain of war has passed away, the Allied peoples might find themselves confronted with a series of accomplished facts hardly differing in quality from the grotesque abominations perpetrated by the Congress of Vienna." Having thus cleared the ground, the writer proceeds to draw up a list of what he deems to be the essential postulates of a lasting peace. These are that the Allies win the war so thoroughly as to be able to dictate their own terms; that as a preliminary step the British people form a real War Government; that the co-ordination of Allied effort be carried much further than it has been; that as soon as Great Britain's War Government has been formed a policy of Imperial economic alliance be formulated; that the British Empire be a whole should then concert with its Allies a scheme for economic defence against Germany and her allies both during and after the war; and that, finally—

"Simultaneously with the formulation of an Allied economic policy, there shall be taken in hand the establishment of a definite scheme of European reconstruction, territorial and political, such a scheme to include:—

(a) The restoration of Alsace-Lorraine to France;  
(b) The adjustment of Belgian territory in accordance with Belgian requirements;  
(c) The constitution of an ethnically complete Serbia in the form of a United States of Yugoslavia;  
(d) The constitution of a unified self-governing Poland under the Russian sceptre;  
(e) The constitution of an independent, or at least autonomous, Bohemia, including Moravia and the Slovak country of north-western Hungary;  
(f) The allotment to Roumania of the Rumanian regions of Hungary and the Bukovina, provided that Rumania shall have helped effectively to liberate those regions from Austro-Hungarian rule;

(g) The establishment of the freedom of the Bosphorus and of the Dardanelles shipping, after Russia has secured, or has been given, possession of Constantinople.

(h) The completion of Italian unity by the inclusion within the frontiers of the Kingdom of Italy of all Italian districts in the Trentino and the Carnio Alps, on the Trieste littoral and the Istrian coast; the establishment of Italian naval control in the Adriatic by the possession of Pola, Liass, and Valona.

Scene, the top of a bus. Rather small special constable seated there. To him comes up the steps the girl conductor. "You are a special constable, aren't you, sir? With you down come aren't you, sir? I'm having a lot of trouble with a passenger inside. The 'special' descends, and has pointed out to him as the 'trouble' a particularly large and dangerous looking man in the corner. "This is him, sir," said the girl. "He won't get out and he won't pay his fare." "Special" (after a careful survey of the man), putting his hand in his pocket and drawing out some coppers, "What is his fare?"

We have received from the Hongkong Dispensary—Messrs A. S. Watson & Co., Ltd.—some of Walker's "Block-ettes," a patent carbolic disinfectant, in the form of a block. Placed in a room they purify and sanitize the air and ensure a pure, pleasant and beneficial atmosphere. They last many months, cost very little and require no attention.

When you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as bowel complaints are sure to be prevalent, and it is so dangerous a malady to be troubled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within your control and perhaps save a life or at least a doctor's bill. For sale by all Chemists and Dispensaries.

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### LORD KITCHENER'S TACT.

#### EARL OF CROMER AND FASHODA.

Writing in the "Times," Lord Cromer states:—

In the summer of 1897, when Lord Kitchener was about to proceed up the Nile with the almost certain prospect of meeting Captain Marchand, I was in London. For obvious reasons, the situation required very delicate handling. The question of what instructions should be sent to Lord Kitchener was anxiously debated. I held that it was impossible for anyone sitting in London to judge of the local situation which Lord Kitchener would find in existence when he reached Fashoda.

I urged that he was fully aware of all the general facts of the case, and of the necessity of acting with great caution and moderation. I therefore advised that no detailed instructions of any kind should be sent to him and that reliance should be placed upon his discretion. Lord Salisbury, who then presided at the Foreign Office, endorsed this view, which was, in fact, eventually adopted.

It is now a matter of history that Lord Kitchener simply justified the confidence which was placed in him. The whole of this unfortunate and most regrettable incident has now to the great advantage of both the British and French nations passed wholly into oblivion, but it ought to be remembered that we owe it largely to Lord Kitchener's tact and judgment that a solution was found of a question which had been injudiciously handled, might conceivably have led to very serious consequences.

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## SHIPPING

## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail	Remarks
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MAHSEILLES	NANKIN	28th July	Direct Service.
SHANGHAI, MOJI, KOBE	NOVA	About 3rd Aug.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MAHSEILLES	NOVARA	11th Aug.	Connecting at Colombo with Mail Steamer to India.
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA	NOVARA	About 14th Aug.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. FARR, Acting Superintendent.

P. & O. S. N. Co.'s Office.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

S.S. "MEXICO MARU".....Friday, 28th July, at 3 p.m. (Omitting Manila and Nagasaki.)

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM AND COLOMBO.

"INDO MARU".....Capt. V. Sonekawa.....Sunday, 30th July, at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.

S.S. "YERINO MARU".....Friday, 4th August, at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.

S.S. "AMAKUSA MARU".....Capt. Koshihara.....Sunday, 30th July, at 3 p.m.

S.S. "SOSHU MARU".....Wednesday, 2nd Aug., at 8 a.m.

Call at Keelung via Swatow and Amoy. Proceeding to Anping and Takao via Swatow and Amoy.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

H. YAMAUCHI, Manager.

No. 1, Queen's Building.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

## MAIL SERVICE TO AUSTRALIA.

## SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	5th August.	27th August, at 11 a.m.
EASTERN	13th September.	4th October, at 11 a.m.

All above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. and APCAR LINE. Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about	Connecting at Calcutta with	On or about
"UMKUI"		End of July.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ and PANAMA CANALS. (With liberty to call at the Malabar Coast.)

FOR BOSTON & NEW YORK

It is intended that both of the above vessels will proceed via Panama Canal.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

Sails on or about

For Freight or Passage, apply to

DODWELL & CO. LD. Agents.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BANGKOK, PAKHOI & HAIPHONG	LINAN	July 28, at Noon.
HOIHOW, PAKHOI & HAIPHONG	KAIKONG	July 27, at 10 a.m.
SHANGHAI & NEWCHANG	SHANTUNG	July 27, at 4 p.m.
SHANGHAI & NEWCHANG	SINGAN	July 28, at 4 p.m.
SHANGHAI, CEBU & ILOILO	YINGCHOW	July 30, Daylight.
MANILA, CEBU & ILOILO	YINGCHOW	Aug. 1, at 4 p.m.
DIRECT SAILINGS TO WEST RIVER—Twice Weekly.	S.S. "LINTAN" and S.S. "SANUT"	
MANILA LINE. Twin Screw Steamers "Chinhu," "Taming" & "Tea"		
Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea."		
SHANGHAI LINE—PASSENGERS, MAILS & CARGO.		
S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung" and "Shinkiang," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.		
For Freight or Passage, apply to		

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	WINGSANG	WEDDAY, July 26, Daylight.
SANDAKAN	HINSANG	WEDDAY, July 26, at Noon.
SINGAPORE, PENANG & CALUTTA	YATSHING	WEDDAY, July 26, at 3 p.m.
SHANGHAI	CHOYSANG	THURSDAY, July 27, Daylight.
SHANGHAI	KWONGSANG	FRIDAY, July 28, Daylight.
SANDAKAN	MAUSANG	FRIDAY, July 29, at Noon.
MANILA	LOONGSANG	SATURDAY, July 29, at 3 p.m.
SHANGHAI	WUANGSANG	SUNDAY, July 30, Daylight.
MANILA	ZUENSANG	SATURDAY, Aug. 5, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers "Kaitong," "Nanyang," "Loising" & "Fooking" leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the "Yaching," "Kunming" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chifoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Dapitan, Jesselton and Labuan.

Under Straits Government, Passport Regulations. All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.



## R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

## HOMEWARD.

FOR	STEAMER	DATE OF DEPARTURE
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## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "SANTALA," 5,129 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE & MOJI on the 26th July.

## WESTWARD.

S.S. "JAPAN," 6,013 tons, Capt. C. E. Seddon, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on the 26th July.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD.

AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMER	CAPTAIN	LEAVING
HAICHONG	Capt. J. W. Evans	FRIDAY, 28th July at 2 p.m.
HAICHING	Capt. W. C. Passmore	TUESDAY, 1st August at 2 p.m.
HAITAN	Capt. J. S. Thomson	FRIDAY, 4th August at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & Co, General Managers.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

STEAMER	Tons & Speed	Leave Hongkong
NIPPON MARU	11,000-15 knots	Thurs., 3rd Aug. at 10.30 a.m.
SHINYO MARU	23,000-31 knots	Tues., 15th Aug. at Noon.
PERSEA MARU	9,000-14 knots	Thurs., 21st Sept. at 10.30 a.m.
TENYO MARU	23,000-31 knots	Wed., 4th Oct. at Noon.
DAIREN MARU	9,000-12 knots	
EWANTO MARU	8,000-12 knots	

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £120.

" " New York £26- " " £56-10.

" " San Francisco £24- " " £26-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed Sailing

ANYO MARU 18,500-15 knots Tues., 12th Sept. at Noon.

For full particulars as to Passage and Freight apply to

K. DOI AGENT.

Telephone 291. KING'S BUILDING (Opposite Blake Pier).

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE	SUWA MARU, Capt. Sekine, Tons 21,000	THURSDAY, 3rd August, at Noon.
	ATSUTA MARU, Capt. Tato, Tons 18,000	THURSDAY, 10th Aug., at Noon.
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	KAMAKURA MARU, Capt. Kusano, Tons 12,400	TUESDAY, 8th August, at 4 p.m.
	YOKOHAMA MARU, Capt. Shinobe, Tons 12,500	WEDNESDAY, 30th Aug., at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. K. Yoshikawa, Tons 12,500	TUESDAY, 15th Aug., at 11 a.m.
	TANGO MARU, Capt. Takano, Tons 13,500	TUESDAY, 12th Sept., at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU, Capt. Nomura, Tons 8,000	SUNDAY, 30th July.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	KIRIN MARU, Capt. Sakaki, Tons 8,000	MONDAY, 31st July.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU, Capt. Takano, Tons 13,500	SATURDAY, 12th Aug., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	IYO MARU, Capt. K. Soyeda, Tons 12,500	SUNDAY, 30th July, at 10 a.m.
SHANGHAI, MOJI & KOBE	YTOROFU MARU, Capt. Ogura, Tons 8,000	FRIDAY, 11th August.
KOBE & YOKOHAMA	TENSHIN MARU, Capt. Kawai, Tons 8,000	MONDAY, 21st July.

## EASTBOUND NEW YORK LINE via PANAMA CANAL.

## (CARGO ONLY).

NEW YORK via SINGAPORE, DUBAI, CAPE TOWN and SANTOS	SWAKASA MARU, Tons 12,500, Capt. Iizawa	Sails from KOBE Middle August
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Wireless Telegraphy.

For further information apply to

NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone No. 215 & 216.

## SHIP ING

## P. &amp; O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "NANKIN," Captain G. MAYLEY, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 28th July, 1916, taking Passengers and Cargo for the above ports. The s.s. "Nankin" will proceed through to Port Said, Marseilles and London.

Silk and Valuables, for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the P. & O. S. N. Co.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. FARR, Acting Superintendent. Hongkong, July 13, 1916.

## AMERICAN &amp; MANCHURIAN LINE.

For BOSTON AND NEW YORK via PANAMA CANAL.

## THE Steamship

"CITY OF NAPLES," Captain FINE, will be despatched for the above ports on 15th August 1916.

For freight and further particulars apply to

THE BANK LINE LIMITED.

General Agents.

Hongkong, July 19, 1916.

## THE HANDY BOAT FOR MACAO.

## THE Steamship

"OHUEN CHOW"

THE ONLY BOAT LEAVING at 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 5 P.M. Arrives Hongkong about 9 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon).

First Class 30 cte. Single; \$1.50 Return (Saloon) for Chinese.

Second Class 60 cte. Single; \$1 Return.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

## NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

## THE Steamship

BENLOMOND.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th July or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 20, 1916.

## NOTICE TO CONSIGNEES.

JAVA-PACIFIC LINE.

THE STEAMSHIP "ARAKAN"

Having arrived from SAN FRANCISCO.

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, 1916, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 3rd August, 1916, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th July, at 10 A.M. by the Company's surveyors, Messrs. Goddard and Douglas







## To-day's Advertisements

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

## THURSDAY,

the 27th July, 1916, commencing at 3 p.m., at Tai-Koo Dock Yard Quarry Bay,  
3 Steel Boats, about 30 feet long,  
3 Wooden Boats, about 30 feet long,  
salvaged ex. "SS. CHIO MARU,"  
A Steam launch will leave Blake Pier at 2.15 p.m. to convey intending purchasers.  
Terms—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, July 25, 1916. 856

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

## MONDAY,

the 31st July, 1916, commencing at 11 a.m., at No. 55 Godown of Hongkong and Kowloon Wharf and Godown Co., Ltd. (Kowloon).  
salvaged ex. "SS. CHIO MARU,"  
A Quantity of  
COPPER, BRASS & IRON PIPES,  
FITTINGS, Etc., Etc.  
Also  
3 BRONZE PROPELLERS.  
Terms—Cash on delivery.  
On view Now.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, July 25, 1916. 857

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, KORE AND MOJI.

THE Steamship

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impediment the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited. No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID ASSURANCE Co., Ltd.

Hongkong, July 25, 1916. 853

## POST OFFICE NOTICES.

## IN RADIO-TELEGRAPH COMMUNICATION.

Ships in communication with Cape D'Aguilar Radio Telegraph Station—  
Tallyho.

## INWARD MAILS.

SHANGHAI—Per s.s. *Yingchow*, July 26.

SHANGHAI—Per s.s. *Nankin*, July 26.

SINGAPORE MAIL—Per s.s. *Chienan*, London July 2, due July 27.

EUROPE (via Nipponkai)—Per steamer *Yoko Maru*, due July 29.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to various subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Mails will close for—

SHANGHAI, NORTH CHINA, JAPAN

via NAAGASAKI, VICTORIA, B.C., VANCOUVER, UNITED STATES, SOUTH AMERICA & UNITED KINGDOM via CANADA.

(Europe via Siberia).

Per *Empress of Japan*. Registration at 9.45 a.m. Letters at 10.30 a.m., on Wednesday, the 26th July.

[Shanghai Br. P.O., Saturday, 26th July.]

BANGKOK.

Per *Linen*, at 10 a.m., on Wednesday, the 26th July.

SANDAKAN.

Per *Singapore*, at 11 a.m., on Wednesday, the 26th July.

STRAITS & INDIA via CALCUTTA.

Per *Yokohama*, at 2 p.m., on Wednesday, the 26th July.

SHANGHAI & NORTH CHINA.

Per *Chongqing*, at 5 p.m., on Wednesday, the 26th July.

HOIHOW, PAKHUI & HAIPHONG.

Per *Yokohama*, at 9 a.m., on Thursday, the 27th July.

BATAVIA, SAMARANG, SOERABAYA & MACASSAR (10K MORSEY).

Per *Yokohama*, at 1 p.m., on Thursday, the 27th July.

SHANGHAI & NORTH CHINA.

(Europe via Siberia).

Per *Shantung*. Registration at 3.15 p.m. Letters at 3 p.m., on Thursday, the 27th July.

[Shanghai Br. P.O., Monday, 31st July.]

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, SOYPT & EUROPE.

Per *Nankin*. Registration at 10.15 a.m. Letters at 11 a.m., on Friday, the 28th July.

The Parcel Mail will be closed on Thursday, the 27th July, at 5 p.m.

FORMOSA, via KIELOU, JAPAN via HOKKAI, VICTORIA & TACOMA.

Per *Yokohama*. Registration at 1 p.m., on Friday, the 28th July.

AWATON, A.M.O. & MAOHOW.

Per *Hat Hong*, at 1.30 p.m., on Friday, the 28th July.

SHANGHAI & NORTH CHINA.

Per *Singapore*, at 3 p.m., on Friday, the 28th July.

SHANGHAI & NORTH CHINA.

Per *Yokohama*, at 5 p.m., on Saturday, the 29th July.

AWATON, A.M.O. & FORMOSA via KIELOU.

Per *Yokohama*. Registration at 9 a.m., on Sunday, the 30th July.

\* Superseded correspondence only.

**MOTOR CYCLES.**  
**MOTOR SUPPLIES.**  
**ALEX. ROSS & Co.**  
4, Des Vaux Road.  
PHONE 27.  
**STATIONARY MOTORS.**  
**MOTOR CARS.**  
**MOTOR TRUCKS.**  
**MOTOR PARTS.**

## TO LET

## TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—  
CHINA FIRE INSURANCE Co., Ltd.  
Hongkong, April 28, 1916. 59

## TO LET.

HOUSE in Kowloon.  
No. 2, Lyndwood Villas.  
No. 7, Ormsby Terrace.

Apply to—  
CHANG YUK SHU,  
C/o YEE SANG PAT C.  
34, Queen's Road Central  
Hongkong.  
Hongkong, July 1, 1916. 680

## TO LET.

OFFICES in Prince's Building.

Apply to—  
SHEWAN, TOMES & Co.  
Liquidators  
RUTHER BROCKLEMAN & Co.  
Hongkong, April 15, 1916. 643

## TO LET.

A TWO-STORY EUROPEAN HOUSE, at No. 19 Kennedy Road East; Consisting of four large Rooms with Bathrooms and Out-houses complete.

Apply to—  
YOUNG HEE,  
10, Des Vaux Road Central  
Hongkong, June 28, 1916. 783

## TO LET.

ONE FLAT of FOUR ROOMS over Kowloon Dispensary, partly furnished—Apply Kowloon Dispensary, or Secretary A. S. Watson & Co., Limited.

Hongkong, June 16, 1916. 751

## TO LET.

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—  
SHEWAN, TOMES & Co.  
Hongkong, April 7, 1916. 511

## TO LET.

A SMALL GODOWN in Prince's Building.

For particulars etc. apply  
THE HONGKONG CENTRAL ESTATE LTD.  
Hongkong, May 2, 1916. 653

## TO LET.

OFFICES, at 2 Connaught Road.

HOUSES, in KLEING GARDENS, Conduit Road.

No. 1 & 2 West End Terrace, CANTON, 37, Wongsichong Road.

Apply to—  
HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

## TO LET.

THREE-ROOMED FLATS in Hamphrys Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Closets Systems. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TWO ROOMED-FLATS in Nathan Road, Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Alexandra Buildings.  
Hongkong, Dec. 29, 1915.

## HONGKONG TIDES.

July 28th to August 1st, 1916.

High Water

Low Water

High Water

Low Water

High Water

Low Water

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Low Water

## BREAKING OUT ALL OVER EAR

Began to Swell and Became Red. Used Cuticura. Eruptions Began to Go. Now Perfectly Healed.

"Nagler Rd. Gillingham, Kent, Eng."

"I was all I had a small pimple in my ear which began to itch. The inside of the ear began to swell and it became very sore. It was more than anything else I know of."

"This went on for a month when I saw Cuticura Soap and Ointment advertised and sent for a free sample. The eruptions began to go away and I soon found relief of the itching. I purchased some Cuticura Soap and Ointment and continued this for a week. Cuticura Soap and Ointment perfectly healed me."

(Signed) N. E. RUMLEY, July 15, 1914.

Sample Each Free by Post

With 25-p. Book. Address post-card: F. NEWBURY & SONS, 27, Charterhouse Sq., London. Sold throughout the world.

## WEATHER REPORT.

On the 25th at 11.33—No returns from Japanese stations. Pressure has increased slightly in all other districts. It is lowest from Haiphong to N. Luzon. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.01 inch.

Forecast for the 24 hours ending at noon on the 26th July—

1.—Hongkong to Cap Rock: Light or variable winds, fair generally, thunder showers.

2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lamooks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

## OFFICIAL NIGHTS IN JULY.

The following Table shows the Standard Time at which Official Night ends and begins during the month of July, 1916:

Date. Ends. Begins.

July 25th. 8.41 a.m. 7.17 p.m.

" 26th. 8.42 " 7.18 "

" 27th. 8.42 " 7.18 "

" 28th. 8.42 " 7.18 "

" 29th. 8.43 " 7.19 "

" 30th. 8.43 " 7.19 "

" 31st. 8.44 " 7.14 "

## ROYAL OBSERVATORY.

## HONGKONG DAILY WEATHER REPORT.

JULY 25, 1916.—a.m.

Barometer. 29.74

Thermometer. 77.0

Humidity. 65

Direction of Wind. WSW

Force. 3

Weather. c

State of Sky. 0-01

Lightest rain at Hongkong on the 24th of July was 0.01 inch.

T. F. CLARKE, Director.

Hongkong Observatory, July 25, 1916.

1. Barometer, reduced to 32 degrees Fahrenheit at the level of the sea in inches, tanks and sea surface.

2. Thermometer, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.

4. Direction of Wind, in true points.

5. Force of Wind, according to Beaufort's Scale.

6. State of Sky, in 10ths of sky covered by clouds.

7. Direction of Rain, in true points.

8. Force of Rain, in inches per hour.

9. State of Sea, in true points.

10. Direction of Tide, in true points.

11. State of Tide, in true points.

12. Direction of Current, in true points.

13. Force of Current, in true points.

14. Direction of Wind, in true points.

15. Force of Wind, in true points.

16. State of Sky, in 10ths of sky covered by clouds.

17. Direction of Rain, in true points.

18. Force of Rain, in inches per hour.

19. State of Sea, in true points.

20. Direction of Tide, in true points.

21. State of Tide, in true points.

22. Direction of Current, in true points.

23. Force of Current, in true points.

24. Direction of Wind, in true points.

25. Force of Wind, in true points.

26. State of Sky, in 10ths of sky covered by clouds.

27. Direction of Rain, in true points.

28. Force of Rain, in inches per hour.

29. State of Sea, in true points.

30. Direction of Tide, in true points.

31. State of Tide, in true points.

32. Direction of Current, in true points.

33. Force of Current, in true points.

34. Direction of Wind, in true points.

35. Force of Wind, in true points.

36. State of Sky, in 10ths of sky covered by clouds.

37. Direction of Rain, in true points.

38. Force of Rain, in inches per hour.

39. State of Sea, in true points.

40. Direction of Tide, in true points.

41. State of Tide, in true points.

42. Direction of Current, in true points.

43. Force of Current, in true points.

44. Direction of Wind, in true points.

45. Force of Wind, in true points.

46. State of Sky, in 10ths of sky covered by clouds.

47. Direction of Rain, in true points.

48. Force of Rain, in inches per hour.

49. State of Sea, in true points.

50. Direction of Tide, in true points.

51. State of Tide, in true points.

## TYPHOON SIGNALS.

## STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Mast-head on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarters, Lyceum.

A CONE point up wards

indicates a Typhoon to the North of the Colony.

A CONE point up wards and DRUM below

indicates a Typhoon to the North-East of the Colony.

A DRUM

indicates a Typhoon to the East of the Colony.

A CONE point up wards and DRUM

indicates a Typhoon to the South-East of the Colony.

A CONE point down wards

indicates a Typhoon to the South of the Colony.

A CONE point down wards and BALL below